

**Woodburn 5th Street Improvements Project
Citizen Advisory Committee Meeting #4
March 11, 2010**

Committee Members present

Cindy Wurdinger-Kelly
Linda Wilmes-Smith
Ed Krupicka
Christine Vistica
Tom Welch
Jaime Estrada
Dave Christoff
Jessy Olsen
Tom Lonerger

Mario Magana
Caroline Sanchez-Ruiz
Jerry Ambris
Peppi Kosikowski
Robert Carney
Casey Robles
Paul Iverson
Shawn Baird

Committee Members absent

Myrna Wagner
Barbara Jean Burt
Don Judson
Laura E. Isiordia

Staff

Dan Brown, *City of Woodburn Public Works Director*
Eric Liljequist, *City of Woodburn*
Kevin Thelin, *Murray, Smith & Associates*
Gabe Crop, *Murray, Smith & Associates*
Duane Barrick, *City of Woodburn*
Eryn Deeming Kehe, *JLA Public Involvement*
Sam Beresky, *JLA Public Involvement*

Five members of the public attended this meeting.

Welcome and Introductions

Eryn Deeming Kehe welcomed the group, reviewed the binder materials, meeting logistics and agenda and reminded the group about the comment response log.

The overall purpose of the meeting was to discuss the results of the committee survey, present and discuss new information from the design factors evaluation, provide any necessary technical data to the committee and to collect individual and committee recommendation of alternatives for council consideration. Eryn mentioned that there would be opportunities for every CAC member to express their views both verbally and with a written questionnaire.

The CAC approved the Meeting #3 Summary.

Dan Brown told the group that he was not expecting consensus but he wanted to let the CAC know that the project team will accurately present to City Council the varied views and perspectives of the CAC. He also mentioned that there would be other opportunities to express viewpoints during the public hearing process.

CAC Survey Results *(CAC and Public Questions/Comments appear in italics)*

Eryn gave a brief overview of the Survey Summary (handout) and then invited committee discussion.

What will be the impact to the intersection at 5th and Harrison of the increased traffic with a 2-way option?

Harrison Street feeds into the rest of the traffic system, and it is estimated that this option will result in a better distribution of the traffic. The couplet option will distribute the traffic better but the volume to capacity ratio will still be within reasonable standards under both scenarios and the intersection will not be a failing intersection.

Two CAC members “begged to differ” and remain concerned that the intersection would experience congestion if 5th were opened.

It seems that the one-way option would dump more traffic onto Harrison.

Dan Brown responded that the couplet option would distribute the traffic. Even at peak hour, the level of congestion would be within standards.

Have there been any conversations with St. Luke’s about the pick-up and drop off routes?

There have not been as the project has not been decided upon yet. The details of what would need to be done differently could be addressed if the project moves forward.

There was a general CAC discussion speculating about the safety and efficiency of the pick up and drop off routes at St. Luke in regards to different alternatives.

On the newly designed Front Street improvements, a bus can not make an easy turn onto Harrison so there are doubts that a newly designed corner at 5th and Harrison would have an adequate turning radius for busses but also account for the safety of the pedestrians using the intersection.

Dan Brown mentioned that the intersection on Front was designed that way intentionally. There is a constrained right-of-way and pedestrian safety was purposefully designed for rather than turning capabilities of buses. The City knew that buses would have a difficult time at that intersection. The 5th Street project will be designed with bus movements in mind but will also account for the safety of pedestrians.

A CAC member exchanged emails with David Warren from ODOT Region 2. Mr. Warren told them that 5th Street at 214 may meet warrants to have a traffic signal without 5th Street open.

Dan Brown responded and said that there was concern in ODOT that even with 5th Street open that the intersection would not meet warrants for a traffic signal. He mentioned that putting a

stop light at an intersection on a state highway was a complicated process and that David Warren at ODOT was using an older Transportation System Plan to make this assumption.

A second CAC member mentioned that he had phone conversations with ODOT employees and that those employees informed him that warrants could be met without an opened 5th Street. Dan Brown mentioned that ODOT has not gone through a complete analysis of the intersection. Gabe Crop said that in preliminary analysis completed by MSA, none of the warrants would be met for the existing conditions.

ODOT goes through a tremendous amount of work to give informed answers. Dan Brown said that ODOT was not using current data and that their answer was not accurate. Kevin Thelin added that a demonstrated need must be shown as well. Part of the demonstrated need would be North/South, system-wide traffic continuity.

A member expressed that they feel misled by some of the seemingly contradicting information and feel that the whole process was driven by the need to install a light at 5th Street while 5th might not even need to be opened to get a light at 5th Street. Dan Brown reiterated that the City's intent was to open 5th Street and was always viewed as essential in order for ODOT to approve a signal at the intersection of 5th and 214. Eryn reminded the group that only one of the four project purposes was to install a traffic signal at 5th. She directed the CAC to review the project purpose sheet in the CAC folder.

Is it true that even if 5th Street is open and warrants are met to justify a signal, it could still be years before a signal is installed? Dan Brown responded that the City would not open 5th Street without a signal as part of the same project.

It was stated that congestion relief on Settlemier was one of the driving forces to justify the project but the statistics don't back that up. Eryn asked that the CAC wait to see the most current traffic information to be presented that will show modeled effects on Settlemier to be less with the connection. Dan Brown mentioned that there are some disconnected assumptions in the traffic model but that traffic on alternative routes would most likely decrease over time as ODOT makes improvements to the overall system and there is less need to find alternative routes. He said that ODOT unnecessarily complicated and confused the process by answering questions without a full analysis and without having all the current information. He asked the CAC to trust the project team. He said that the team is being honest and transparent and is sharing all information with the CAC.

Front Street needed improvements but there were many mistakes in the design.

If 5th Street is open, the neighborhood will not be the same.

Also, it doesn't seem that anybody knows for sure about the traffic signal issue with the conflicting information being given the CAC.

The 150 pedestrians per day as documented by the pedestrian count on Hwy 214 seems too high.

The pedestrian survey was done in 2007 and 2009 on individual days over 16 hours. The peak counts were 65 people in one hour crossing Hwy 214 near 5th Street, which is not enough to meet the pedestrian warrants for a traffic signal at 5th.

The pedestrian numbers seem valid as there are always people trying to cross there, often children, confirmed someone who has an office.

All of the time and energy that the City has put into the CAC should have been spent on getting a traffic signal at 5th without 5th Street opening.

Please consider the effects of an open 5th Street on the homeowners, their families and home values on 5th Street.

The City's end in mind all along was a 2-way street on 5th with a traffic signal at 214 and that is why they didn't fully analyze any other option. The project will destroy a section of the community. A signal at 5th Street is okay, just don't open 5th Street.

Traffic Volumes Information Updated (*CAC and Public Questions/Comments appear in italics*)

Gabe Crop gave a brief presentation that included the updated traffic flow figures (handout) and a brief review of the traffic model. He mentioned that the traffic system in Woodburn is currently not functioning properly so that in areas of congestion, or to avoid areas of congestion, drivers are seeking alternate routes. If 5th Street is opened, in the short term, the model shows that it will act like a release valve providing a route for drivers to avoid congestion. In the long term, there will be overall system improvements, decreasing the need for drivers to seek alternate routes, which will lead to less traffic in the long term on 5th. He also listed local streets with similar traffic volumes to an open 5th Street:

- Park Street @ Alexandra
- Astor Way
- Brown Street @ Warren Way
- Currently Harrison has 2900 cars a day, which is more than what 5th would carry.

Has ODOT been involved in this process so far?

Dan Brown responded and said that the project team has been conversing with ODOT for while. Their first in person meeting to discuss the traffic model and signal warrants occurred on March 10. He mentioned that the traffic model is ODOT's, so they have been involved in generating the numbers presented, which has been almost a year long process. The next part of the process will involve post-processing the traffic data, which will adjust the modeled traffic numbers using the current traffic counts.

Why were there recent pedestrian improvements along 214 if it was known that the highway would be expanded, ruining those improvements?

Dan Brown responded and said that the pedestrian improvements (sidewalks) were much needed along the highway. They were constructed with the knowledge that the highway would

eventually be expanded but the timeline for the expansion was not known and there was a safety concern so the improvements were pushed forward by the City.

There will be a doubling of the number of cars going by my house every day. That is a huge impact and it will be horrible.

Speed bumps are a must have along 5th if it is opened. Also, where will the kids play? A playground is needed if 5th Street is opened.

The barricade along 5th should remain in place until a traffic signal is placed at 214. What will be the impacts on mail and garbage service if 5th Street opens? If it is a one-way couplet?

There are fears that there will not be money for street improvements on connecting streets that will have increased traffic if 5th Street is opened.

It is often desirable to live on a street with little or no traffic and is often why people choose to live where they do so opening 5th Street could be devastating to some of the homeowners.

CAC and Project Team Scoring Results (*CAC and Public Questions/Comments appear in italics*)

Gabe gave a brief review of the key design factors scoring exercise (handout). Eryn mentioned that it was not scientific, but should be viewed as a way to reflect how the CAC felt about the different alternatives in relation to the importance of the design factors weighted by the CAC at meeting #2.

Using the CAC weighting factors and CAC scoring, it was mentioned that Alternative 1 scored the highest in the exercise. It does not mean that the CAC selected Alternative 1; it indicates a reflection of the values identified by the CAC. Alternative 1 was also the highest scoring alternative using the CAC weighting and scoring.

Gabe reviewed the key design factors scoring exercise as completed by the project team.

Will there be a sidewalk in Alternative 2?

Yes, both alternatives will have a sidewalks added on 5th Street. Although Alternative 2 utilizes 3rd street to complete the couplet, no sidewalk improvements are planned to 3rd since sidewalks already exist there.

Increased traffic will bring more noise.

Gabe mentioned that most increased traffic would be during peak times so it wouldn't necessarily effect the quiet times people expect at home or school. Dan Brown said that there are thresholds for noise associated with a project and mitigation would likely not be strictly required since it is very unlikely that any noise would go beyond those thresholds. He mentioned that the project team had not gotten to that level of analysis yet but most likely the noise thresholds would not be met.

The school has no air conditioning and windows need to be opened during many months of the year. Any increase in traffic, noise or pollution will greatly disrupt the educational environment.

A former instructor at St. Luke's mentioned that it isn't noise or pollution that are the ultimate concerns, the City Council should understand that it is the distraction caused by more cars and everything associated with more cars that is of real concern. Students continually being distracted are the real concerns.

The school has no money to pay for any changes to the school that would help mitigate the extra distractions in the classroom environment.

Some mitigation would be bushes or other plants that would block the view of traffic but the school is also on a corner and there are height restrictions on what can be placed on a corner so some mitigation efforts would not be allowed or effective.

Gabe mentioned that the project team scored the two build alternatives lower than no-built alternative with respect to noise to reflect the noise concerns.

It was mentioned that there would be traffic calming measures put in place and when combined with enforcement, would ensure that reasonable and legal speeds would be maintained on 5th Street if it were opened.

Window improvements to the east side of the school were more than \$70,000 and it was estimated that an air conditioning system would be more than \$100,000. If 5th Street is opened, an air conditioning system would have to be installed because the classrooms could no longer open the windows to provide for cooling and air movement. St. Luke's is a small school and cannot afford to install an air conditioning system.

Is there money available to help mitigate some of the impacts to private property?

Dan Brown said that is a public policy decision that would be made by the City Council.

Completely independent of this project, the City does have a program that provides low interest rehab loans for home improvements but it is for residential properties only.

Why would there be no new sidewalks along 3rd if Alternative 2 was selected?

There would be no frontage improvements along 3rd but there is currently a sidewalk on one side of 3rd.

Final Individual and Committee Recommendations (CAC and Public Questions/Comments appear in italics)

Dan let the CAC know that the team would be presenting a staff recommendation to the City Council. He will present all aspects considered by the project team including a full summary of the CAC process and perspectives, a design acceptance package and if the team feels it is a viable option. He mentioned that all alternatives are still options, including the No Build option,

but that staff will be recommending Alternative 1. He said that beyond the presentation to council, there would be a public hearing process as well and he encouraged the CAC's participation during that process.

Eryn encouraged each CAC member to fill out the supplied questionnaire with the individual committee member recommendations, reasons and feedback on the project process.

If the staff is already going to recommend Alternative 1, there is no point in the CAC giving their opinions.

Dan said that staff will still communicate to council how the CAC voted and the reasons for their vote. He ensured the CAC that the City Council will still learn of the CAC views on the project regardless of what staff or the CAC recommends.

Eryn lead a "round-robin" style report back where every committee member was invited to share his or her individual position on the project. Their feedback is reported in turn:

First Choice: No Build

Second Choice: No Build

There is no other option, the school is great and I don't want to see it negatively impacted.

Proper signage on existing streets can improve traffic flow and a traffic signal at 5th and 214 can exist without opening 5th.

First Choice: No build

Second Choice: Alternative 1

This project is not a good fit for 5th Street from a safety standpoint, from the well being of the children of the neighborhood and the school. Safety is the number one concern with any project that would open 5th Street.

First Choice: No Build

Second Choice: Alternative 2

The safety of the children in the neighborhood and at the school is very important. Agrees with other reasons already given.

First Choice: Alternative 1

Second Choice: Alternative 2

People drive by the barricade on 5th Street already, creating safety issues. Improvements to 5th will improve safety, providing access and improving emergency access.

First Choice: Alternative 2

Second Choice: No Build

Agree with the improved safety and access but the traffic impacts will be dispersed with a couplet.

First Choice: No Build

Second Choice: Alternative 2 (clockwise)

For reasons already stated and for the disruptions to the educational process. Harrison is already a street in bad shape and adding more traffic to it is not a good idea. This is not a valid project.

First Choice: Alternative 2

Second Choice: Alternative 1

Safety is very important and the project will improve safety and the long term planning and development of Woodburn.

First Choice: Alternative 1

Second Choice: No Build

Long-term traffic flows and improvements are important. No Build as second choice because of concerns for residents along 5th Street.

First Choice: No Build

Second Choice: Alternative 2 (clockwise)

Agree with reasons previously stated.

First Choice: No Build

Second Choice: Alternative 1

Agree with reasons previously stated. A traffic signal at 5th and 214 can happen without 5th being opened.

First Choice: Alternative 2 (counter-clockwise)

Second Choice: No Build

Share the concerns of others but long-term solutions to the traffic system are important.

Counter-clockwise couplet will reduce the impacts to 5th street and will provide the best traffic flow.

First Choice: No Build

Second Choice: Alternative 2

The couplet will allow for more parking. Other reasons have been stated.

First Choice: No Build

Second Choice: Alternative 2

The couplet will allow for a larger barrier between the school and increased traffic.

First Choice: No Build

Second Choice: Alternative 1 with a Yew Street extension

Reasons already stated. Extension to Yew on Alternative 1 will help keep some traffic off of 5th and improve the connectivity of the city.

First Choice: No Build

Second Choice: Alternative 1

Believe the project will benefit the city and the neighborhood but the people most impacted by the project, the residents along 5th, will feel the least amount of value in the project. Would have originally preferred Alternative 1 but felt the impacts to residents were too great.

First Choice: Alternative 1

Second Choice: Alternative 2

Provide the greatest improvement to connectivity and either alternative would improve the emergency response times.

First Choice: Alternative 1

Second Choice: Alternative 2

Same reasons as above.

Eryn shared the final results with the group. Of the seventeen members who participated, ten members selected No Build as their first option and seven members selected one of the build alternatives. The results summarized below reflect the results from the written form.

	Alternative 1 Two-Way Traffic	Alternative 2 One-way Traffic	Alternative 3 No Build
First Choice	4	3	10
Second Choice	5	8	4

The barricade removal and traffic signal should be mutually exclusive; the street should not open without a traffic signal.

Eryn proposed a vote in response to a CAC comment: If 5th Street is opened, there must be a traffic signal.

There were fifteen green cards and two red cards. The red cards were from the emergency responder members of the CAC who felt that opening 5th Street was the most important need to would improve their response times. They would rather have it opened without a light than to wait for the light before opening the street.

Next Steps

Dan said that there would be a staff report, including the documentation of the CAC. There would be a minimum of two weeks available for the public to review the report before the report goes to council. The team would notify the CAC of the report by email and it would also be on the website. The date of the public hearing is not set yet but staff is aiming for April 12th.

Dan thanked the group for their participation, input and points of view. He said it was a difficult decision and would be a difficult decision for the City Council. The project team did its best to inform the CAC and to have a transparent process. He was confident that the CAC was as knowledgeable about the project as anybody on the project team and thanked them for their civic responsibility. He said the members were examples for the rest of Woodburn. He thanked the group for their contributions to make the project better and help shape their community.

Many members of the CAC thanked Dan, the City, MSA and JLA for the valuable information throughout the meetings and they appreciated the process.

City Councilor Eric Morris of Ward 6 was present in the audience. He encouraged the CAC members to contact their City Councilors and share their views prior to the public hearing. The Councilor's contact information is on the City website. He also thanked the CAC for their insights and participation.